

Federal Lands Highways Program

Fiscal Year 2005 Base Program Overview

Federal Lands Highways Program (FLHP). The National Park Service (NPS) is committed to addressing the deferred facility maintenance backlog, which includes both facility and road requirements. Additionally, with four of six congressionally mandated parkways completed, the NPS seeks to continue work on the final two located in the Southeast Region. To meet future challenges, the NPS is also continuing to pursue alternative transportation systems. All these focus areas help meet the NPS objectives of fostering environmental stewardship, promoting energy conservation, reducing noise and air pollution, enhancing access, supporting tourism and increasing public enjoyment and conservation awareness.

The NPS owns and operates approximately 5,456 paved miles of public park roads, some 3,000 miles of unpaved roads and 1,803 associated structures (bridges, culverts and tunnels). In addition, there are 110 alternative transportation systems in 96 park units utilizing trolleys, rail systems, canal boats, ferries, tour boats, cable cars, snow coaches, trams, buses and vans. Intelligent Transportation Systems are also in use, including traveler information systems, traffic management systems and entrance gate fast-pass systems. Of the 110 systems, 38 are operated by local public transit agencies, 14 are owned and operated by parks and 58 are operated by a concessioner. Not only do these NPS transportation systems make public access via bus or shuttle more attractive and convenient for visitors and park employees, they also enhance recreational travel and tourism, protect natural resources, and provide sustained economic development in gateway communities surrounding parks.

Alternative Transportation Program (ATP). The legislatively mandated study, under section 3039 of TEA-21, called "Study of Alternative Transportation Needs in National Parks and Related Public Lands", completed by the United States Department of Transportation (USDOT), identifies and supports the need for continuation of an ATSP. Many popular National Park sites are experiencing very high seasonal visitation levels that are continuing to increase. For some gateway communities, clogged roads, insufficient parking, and other problems of site access are now constraining the number of visitors or the length of time they stay in the community. In some instances, transit can expand the number of visitors to the site and increase the revenue spent by visitors in the surrounding communities.

Impacts to resources and the visitor's experience can be reduced through use of alternative transportation systems. Transit helps reduce parking demands, which are often inadequate and whose expansion often conflicts with resource preservation needs. Air pollution is also reduced by decreasing the total number of vehicles accessing the sites. New transit technologies are quieter and more fuel efficient, operating at reduced noise and air pollution levels.

Public Law 105 -178, the Transportation Equity Act for the 21st Century (TEA-21), authorized the PRPP funding levels at \$165 million annually through FY2003. These Highway Trust Funds dollars address critically needed transportation needs in three categories:

Category I: \$100-120 million annually to prevent further deterioration of the existing park roads and parkways infrastructure.

Category II: \$10-30 million annually to support completing congressionally authorized parkways.

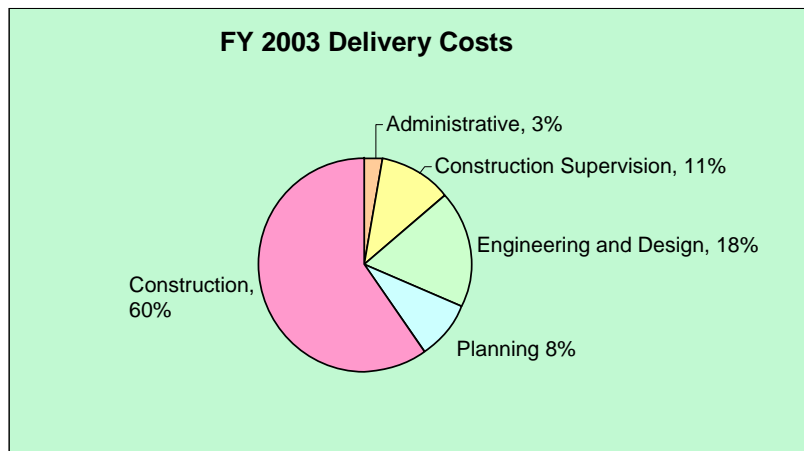
Category III: \$5-15 million annually to foster the Alternative Transportation Systems Program (ATSP).

Funding levels for these categories were adjusted annually to accommodate project scheduling, balance program priorities and to address legislative adjustments such as a reduction of some \$20 million annually due to Section 1102(f), Title 23, United States Code.

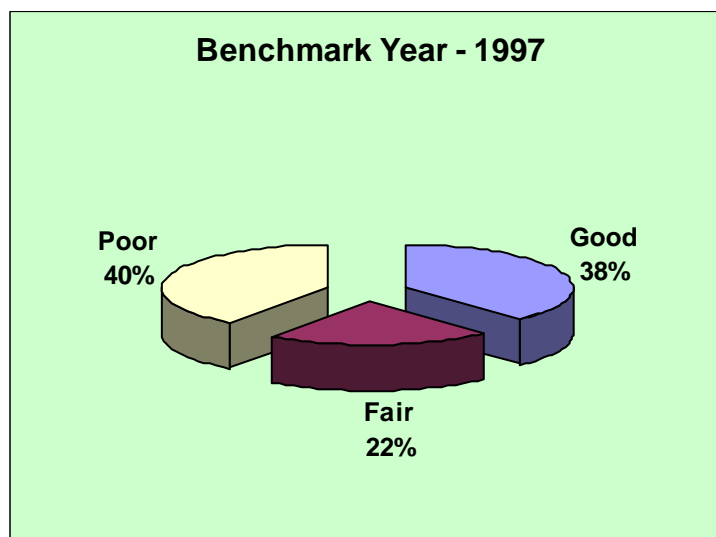
FY 2003 Program Performance Accomplishments

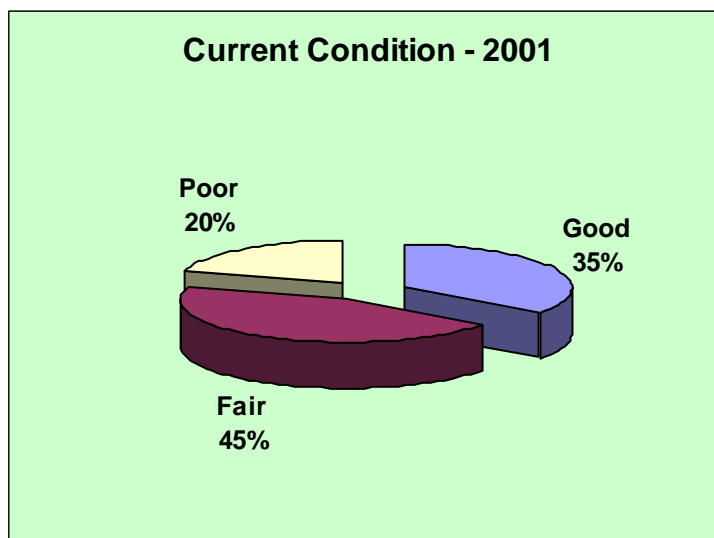
The NPS tracks program performance for roads, bridges and alternative transportation systems. Some accomplishments for FY 2003 include:

- Program performance measures are tracked and goals are identified to guide the expenditure of PRPP funds. Performance measures include five key construction program categories (planning, engineering design, construction, construction supervision and administrative costs). We have reviewed industry standards for these categories to develop funding ceilings that help to effectively and efficiently manage limited funds. The chart below reflects the preliminary FY 2003 PRPP delivery costs which meet our established program ceilings.



- For over a decade, the funding level for the PRPP was insufficient to keep the NPS road system from deteriorating. In 1998, TEA-21 increased the PRPP funding level for the rehabilitation of roads and bridges based on a Federal Highway Administration (FHWA) analysis that indexed a proposed funding level commensurate with the condition of roads and bridges. The TEA-21 targets are to provide enough funding to stabilize the condition of the system. Today's condition data, collected by the FHWA, indicates we are meeting these targets and successfully stabilizing the system condition.





(The data shown in this chart is collected on a three year cycle and will be revised to show the FY 2004 condition for display in the President's FY 2006 Budget.)

The NPS and FHWA are continuously reviewing performance goals and measures to effectively and efficiently manage the program. For example, NPS has established an estimated Facility Condition Index (FCI) baseline to help better describe pavement and bridge conditions and track performance in the coming fiscal years. The FY 2002 baseline FCI:

	Replacement Cost	Deferred Maintenance	FCI*
Roads:	\$8,450,100,000	\$3,250,104,614	.38
Bridges:	\$1,694,135,364	\$155,972,016	.09

* FCI condition indexes for good, fair and poor roads and bridges are being developed by the engineers, scientists and facility managers. Meanwhile, the FCI condition index for buildings are (Good - 0-.10); (Fair - .11-.15); (Poor - above .15); (Replace - .5 and greater). Facility Condition Index's for roads and bridges are unavailable for previous years, making this the benchmark year.

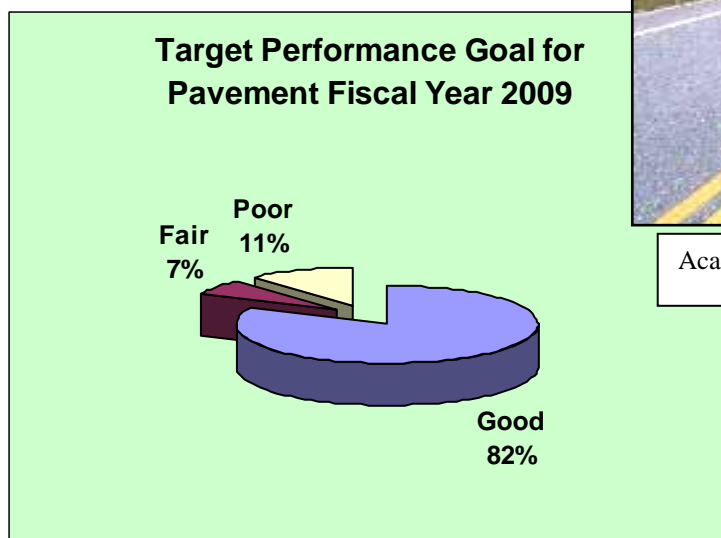
Highway Trust Fund Reauthorization (HTF) With the reauthorization of the Highway Trust Fund expected to occur in 2005, the Administration has proposed the "Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003," or SAFETEA. The President's Budget assumes the PRPP is funded at \$258 million in FY 2004, \$310 million in FY 2005, and \$320 million annually in FY 2006-2009. Based on a FY 2005 funding level of \$310 million, NPS would continue the progress made under TEA-21, giving priority and focus to the following three categories:

- Category I: \$280 million towards meeting the President's commitment to address the deferred maintenance backlog for roads and bridges.
- Category II: \$10 million towards completing the design work for the next construction phase of the Foothills Parkway and multi-use trails along the Natchez Trace Parkway.
- Category III: \$20 million to continue to plan and build ATSP at high visitation parks throughout the Service.

As was done in previous years, the FY2005 funding level for these categories is adjusted to accommodate project scheduling and to balance PRPP priorities and legislative adjustments, such as reductions due to FHWA Administrative requirements stated in Title 23, Section 1102(f).

Based on funding level of between \$320 million annually to the PRPP from 2006 through to 2009, the target performance goals are as follows for each category:

Category I: \$290 million annually to restore the existing roads (i.e., pavement and bridges) to “good condition” (i.e, a Pavement Condition Rating of 85 and elimination of Structurally Deficient Bridges). The 2009 target Facility Condition Index for pavement would be .20 from the current .38. The bridge’s Facility Condition Index would be less than .09. As shown below, this funding level would result in approximately 82% of the systems pavement in “good” condition, 7% in “fair” condition and 11% in “poor” condition.



Acadia National Park Roadway section in “Good” Condition

Category II: \$10 million annually to continue to construct both the Foothills Parkway “missing link” and the multi-use trails around key urban areas along the Natchez Trace Parkway. The NPS would have underway or completed 20-30 percent of these two initiatives by FY 2009.

Category III: \$20 million annually to plan transportation systems and integrate visitor access and mobility using a combination of transportation technologies, facilities, and system management strategies.

A list of projects for FY 2005 taken from the 5-Year Road Maintenance and Repair Inventory is undergoing review by the Service and the Federal Highway Administration and will be provided at a later date.

Activity Performance Summary

See ONPS – Park Management – Facility Operation and Maintenance for goal summary